

Property Name: Glen Burnie Baltimore & Annapolis Railroad Trestle **Inventory Number:** AA-1074

Address: Dorsey Road (MD 176) **Historic District:** **Yes** X **No**

City: Glen Burnie **Zip Code:** **County:** Anne Arundel

Property Owner: _____ Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ **Tax Map Number:** _____

Project: Central Light Rail Project **Agency:** MTA

Agency Prepared By:

Preparer's Name: _____ Date Prepared: _____

Documentation Is Presented In:

Preparer's Eligibility Recommendation:	Eligibility Recommended	Eligibility Not Recommended
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Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G
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Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number:	Eligible:	Yes	Listed:	Yes
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Site Visit by MHT Staff: Yes No Name: Date:

Description of Property and Justification: *(Please attach map and photo)*

Eligibility Recommended: <u> </u>					Eligibility Not Recommended: <u>X</u>							
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G

MHT Comments: Determined not eligible by J Rodney Little in letter dated November 29, 1988

Reviewer, Office of Preservation Services

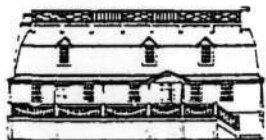
J. Rodney Little

Reviewer, National Register Program

Date _____

Tuesday, November 29, 1988

Date _____

MARYLAND
HISTORICAL

TRUST

William Donald Schaefer
GovernorJacqueline H. Rogers
Secretary, DHCD

November 29, 1988

RECEIVED

DEC 1 1988

Mr. John W. von Briesen
Project Manager
Mass Transit Administration
300 W. Lexington Street
Baltimore, Maryland 21201-3415

PARSONS BRINCKERHOFF
BALTIMORE OFFICE

Dear Mr. von Briesen:

Thank you for your letter of October 11th and the historic resources summary for the Central Light Rail project. We have reviewed the list of structures listed in "Exhibit C" (Section 4.12) and have the following comments regarding their eligibility for the National Register (NR) and Maryland Register (MR) of Historic Places:

- AA-1074 →
1. Glen Burnie B & A Railroad Trestle (remaining concrete abutment) - not eligible for the NR or MR;
 2. Ferndale B & A Railroad Trestle - not eligible for the NR or MR;
 3. North Linthicum B & A Railroad Trestle - not eligible for the NR or MR;
 4. Linthicum Station - There is not enough information about the station's alterations for adaptive reuse to determine whether it would be eligible for the NR or MR;
 5. 501-503 N. Howard Street - would be eligible for the NR or MR as part of an extension of the Howard-Lexington Historic District;
 6. Melvale Distillery - eligible for the NR or MR;
 7. St John's Church and Parsonage - listed in the NR and MR;

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

Mr. John W. von Briesen
November 29, 1988
Page 2

8. Stevenson House and Riderwood Station - both eligible for the NR and MR as part of a Riderwood Historic District (boundary not defined);
9. 1601 Lutherwood-Riderwood Drive - listed in the NR as part of the Lutherville Historic District;
10. Thomas Fortune House, Powell Griscom House, Station Master's House, Ward-Cole House, 9907 Railroad Avenue, Frank Gagliano House, John Burns House, Kenny-Concannon House and McDermott's Tavern - all eligible for NR and MR as part of the Texas Historic District;
11. Cockeysville Freight Station - eligible for NR and MR;
12. National Bank of Cockeysville - eligible for NR and MR; and,
13. Cockeysville Hotel Stable - not eligible for NR or MR.

In addition, the historic assessment should show the boundaries for all historic districts, such as Woodbury and Lutherville, which are adjacent to or intersected by the rail line. Then the effects of the rail line on the entire district should be assessed with particular attention to some individual buildings, e.g., 1601 Lutherville-Riderwood Drive which is close to the proposed line.

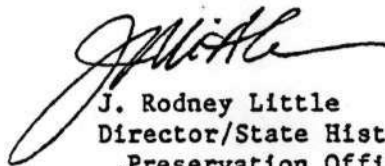
We also recommend investigation of alternatives to avoid any adverse effects of the new line on historic buildings. At this time, there appears to be only one potential for adverse effect, the possible demolition of 501-503 N. Howard Street for the downtown substation. We strongly urge you to investigate the use of other sites which would not require the demolition of historic resources.

We understand that the Baltimore Center for Urban Archaeology (BCUA) will be preparing an assessment of the project's effects to archeological resources, as the design plan develops. Based on the preliminary project descriptions, it appears that those aspects of the project most likely to impact archeological sites are the proposed stations, parking facilities and construction access/staging areas since the majority of the rail line itself will follow existing rights-of-way. We look forward to receiving the results of the BCUA's assessment. Further consultation with our office will be necessary to complete the project's archeological review as project plans progress.

Mr. John W. von Briesen
November 29, 1988
Page 3

The Trust appreciates the opportunity to comment on this resources summary. If you have questions or require further assistance, please call Ms. Beth Cole for archaeology or George Andreve at 974-5000.

Sincerely,



J. Rodney Little
Director/State Historic
Preservation Officer

JRL/GJA/EJC/meh

cc: Ms. Kristen Peters
Sallye Perrin
Mrs. Walter E. Black, Jr.
Mr. James E. Lewis
Mr. Joseph M. Coale III
Mr. Fred Shoken
Mrs. Lauri Fitzgerald
Mr. Paul McKean
Mr. Harrison B. Wetherill, Jr.
Mr. Dean Johnson
Ms. Donna Ware